AMENDMENTS TO THE SPECIFICATION:

Please replace the paragraph beginning on page 6, line 7, with the following amended paragraph:

Fig. 2 shows the door of Fig. 1 with the door leaves in the closing end area; ~~and~~

Please replace the paragraph beginning on page 6, line 9, with the following amended paragraph:

Fig. 3 shows some operating states within and outside of the closing end area[[.]];

Please add the following new paragraphs on page 6, after line 10:

Fig. 4 shows the sensors and device for influencing the door control; and

Fig. 5 shows an arrangement for controlling the closing force.

Please add the following new paragraphs on page 8, after line 17:

Fig. 4 shows a train or rail car 12 that has a door 1 pursuant to the present invention. The train 12 is provided with a conventional tachometer with a sensor 13 that determines the rotation of an axle or a wheel and indicates the speed on an indicator 15 (shown schematically). The translation of the measurement signal of the sensor 13 in the indicator 15 follows in an electronic computing unit 14. The computing unit 14 provides an output signal to the door control 16 when the above described predetermined speed is exceeded, which door control 16, as previously described, engages the brake or coupling 9 and fixes the free wheel 8.

Fig. 4 further shows a time measuring device 17, which obviously can be part of the door control 16, and which in the illustrated embodiment cooperates with the door control. The time measuring device 17 has a pulse generator, such as an oscillator crystal, and evaluating electronics that counts the pivots, beginning with entry into the closing end region x of the door leaf (sensor 22) and after reaching the predetermined count of pivots, corresponding to a predetermined time, transmits a signal to the door control 16, so that this fixes the free wheel 8 via the brake or coupling 9.

The predetermined time can be set or changed via the setting member 21. In practice this is done via the door control 16 by software due to cost factors.

Fig. 4 also shows a transponder 18 on the rail, which transponder 18 is activated by an interrogation device when a car passes and recognizes the signal from the interrogation device 19 so that an electronic location determining unit 20 can determine the position of the car. Depending on the result determined the location determining unit 20 sends a signal to the door control 16 which fixes the free wheel 8 via the brake or coupling 9.

The illustrated elements, namely the computing unit 14, the indicator 15, the electronic location determining unit 20, the time measuring device 17, the setting member 21, etc. are only schematically shown in Fig. 4. Obviously all of these elements can be combined in a single component that is advantageously arranged in the driver's compartment.

Finally, Fig. 5 schematically illustrates a possible switching for reduction of the power supply to the door drive. A sensor 22, arranged in the door or the door frame or the door drive 4 itself, registers the beginning of the closing end phase

and sends a corresponding signal to the control device 23, which simultaneously activates two switches 24, 25. The activation of the two switches engages a voltage limiter 26 with the motor 5. The voltage limiter is preferably a Zener-Diode. The current limit for the motor 5 is set above the value of the barrier resistance 27 switched in series with the motor 5. Instead of the Diode, other voltage limiters can also be used. For current limiting, a current divider controlled by the control device 23 can also be used. Fig. 5 only shows one possible embodiment of a door control.